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N SCALE

EMD SD70ACe

Kato N Scale EMD SD70ACe in UP Flag and Heritage Schemes

Kato's Trump Card has arrived in the form of the brand-new EMD SD70ACe locomotive. The next generation of environmentally friendly locomotives, the SD70ACe is one of the newest additions to the Union Pacific fleet. Celebrate this new generation in style with the Union Pacific Heritage fleet, a tribute to the fallen flags now incorporated into the UP Railroad, each locomotive bears a striking heritage paint scheme and the date of their incorporation as a road number.

Now Available

176-8401	N EMD SD70ACe Union Pacific "Flag" (1862)	$119
176-8402	N EMD SD70ACe Union Pacific "Flag" (1870)	$119
176-8403	N EMD SD70ACe UP Denver & Rio Grande Heritage (1998)	$119

July Release

176-8403	N EMD SD70ACe Union Pacific "Flag" (1870)	$119
176-8404	N EMD SD70ACe Union Pacific "Flag" (1944)	$119
176-8405	N EMD SD70ACe UP Southern Pacific Heritage (1996)	$119
176-8407	N EMD SD70ACe UP Conv Heritage (1995)	$119

N

Pennsylvania Power Gets a New Coat of Paint

Newly available for use with the Kato **PRR Broadway Limited** Classic Passenger Train set. The classic Loewy-designed electric GG1 locomotive step in a showroom finish Tuscan Red with a five stripe pinstripe deco. Long desired and available at last, the Tuscan Red GG1 is a must for any PRR collection!

137-0803	N GG1 PRR Tuscan Red "Five Stripe" (1951)	$139
106-0508	N PRR Broadway Limited 10-Car Base Set	$240
106-7701	N PRR Broadway Limited 4-Car add-on Set	$180

KATO U.S.A., Inc. 100 Remington Road Schaumburg, IL 60173 www.katousa.com/N/SD70ACe

RAILWAY MODELLER

June 2006 · Volume 57 · Number 670

Editorial

Cheap model railroading

[illegible]

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[illegible]

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— By Julia Appels

Round Out Your N Scale Roster

We've brought together six of the most popular mainline diesel units and, thanks to Athearn, DCC-READY. These modern-era freight locomotives look great on display or transporting quality around your N scale rails.

The DCC-ready locomotives feature die cast split underframes, 5-pole motors with flywheels and directional lighting. They also come with separately applied parts per prototype like windshields, snow plows, air hoses and brake rigging. All of this, in one small package.

Browse the full lineup online at **Athearn.com** today or visit your local hobby dealer to add these to your collection.

AVAILABLE N SCALE MODELS		MODEL CODE	
[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]
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[illegible]	[illegible]	[illegible]	[illegible]

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Contacts

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David Brown reports the only Spanish Harrow the pre-production Harrier ever flew


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Garden Railway Centre

TrackShack

Building Class 8 in 1:76.2 Gauge by Axel Hammerg

[illegible]

[illegible]

> Could you imagine your ancestor could build without the work performed?

[illegible]

Roofing

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

Top right: [illegible]

Right: [illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

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[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

The rule and law mentality

[illegible]

[illegible]

[illegible]

[illegible]

Traditional rulers [illegible]

[illegible]

[illegible]

[illegible]

President Jacob Zuma: "We must [illegible]"

[illegible]

[illegible]

[illegible]

Bring on the traditional rulers

[illegible]

[illegible]

[illegible]

Who are traditional rulers?

[illegible]

[illegible]

[illegible]

Time to say "Thank you"

[illegible]

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- [illegible]
- [illegible]
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- [illegible]
- [illegible]
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- [illegible]
- [illegible]
- [illegible]
- [illegible]

[illegible]

[illegible]

[illegible]

[illegible]

In defence of [illegible]

[illegible]

[illegible]

The importance of African names

[illegible]

Oh, the black diamonds

[illegible]

Attention Readers: Full address please

[illegible]


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The world in their hands

"It is [illegible] that we [illegible] in the [illegible] that we are [illegible]" – Bishop Mathuloe, [illegible] provincial [illegible] [illegible] Chapman, [illegible] highlighted the [illegible] [illegible] Conference dinner. "[illegible] and [illegible] [illegible] [illegible]"

F[illegible]

[illegible]

"Sure there is a sense in which [illegible] is a [illegible] [illegible] [illegible] [illegible]"

[illegible]


A NEW DAWN?

RAILWAY
MODELLER

[illegible]

Variety is the Spice of Life

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

Driffield

An OO gauge rendition of this NER station in recent times

[illegible]

[illegible]

The [illegible] site

[illegible]

↑ [illegible]

← [illegible]

[illegible]

[illegible]

Construction

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

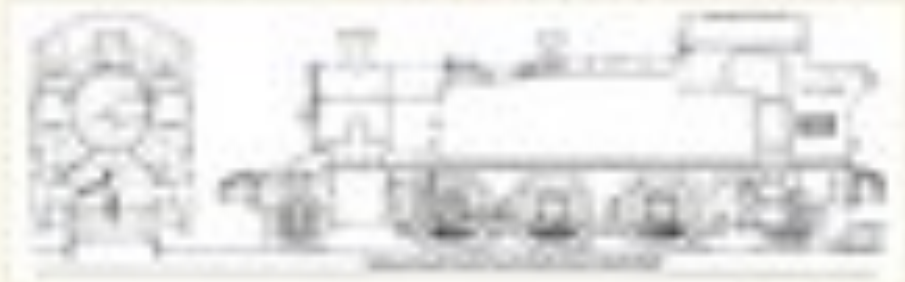
[illegible]

[illegible]

Cyril J. Freezer

A tribute to our former editor

The passing of Cyril Freezer in his 90th year on 19 May 2006 deprived us lastly of one of the most influential and well known personalities. Here we thank a few friends of the man himself together with a small selection of his lifelong work.



Plan of the month ▸

▲ Illustrations of the Sydney Opera House, by Jørn Utzon, published in the Danish magazine Byggekunst, 1957.

Jørn Utzon's sketches for the Sydney Opera House are some of the most iconic architectural drawings of the 20th century. Why are they so powerful?

Utzon's sketches are designed to be seen. Unlike most technical drawings, they are not hidden in a drawer or a digital folder. They were published in magazines, exhibited in galleries, and used to persuade a skeptical public that the impossible could be built. The sketches have a clear, confident line and a sense of scale that makes the building feel inevitable. It is rare for a set of drawings to do that much work outside the profession.

The sketches also show a way of thinking that modern tools have made harder to find. Utzon worked through the problem of the roof by hand, testing shapes and proportions on paper before any structural engineer had a chance to weigh in. The drawings show a mind at work, not a finished product presented as if it was always obvious. That process is what most people miss when they look at a CAD model: the decisions look like they were always there.

The Sydney Opera House took 14 years and cost roughly ten times its original budget. Utzon left the project in 1966 and never saw it finished. The sketches survive as a record of what he actually wanted, before the compromises and the delays. They are the closest thing to a complete account of a building that almost did not exist.

Utzon's sketches are not perfect. The structural logic of the roof was worked out by others, and the gap between the drawings and what engineers had to do to make them stand up is real. But as a piece of communication, they still work. They show that a drawing can be persuasive, readable, and honest about what it is and what it is not.

The Sydney Opera House, by Jørn Utzon, published in the Danish magazine Byggekunst.

Canute Road

Railways around the Solent in 5

[illegible] acquires the development of this extension to the recent Southampton Road, which was featured in July 2007. Southampton Terminus was the inspiration for this new layout.

Transport & Ski Holidays

◀ A Class 158 DMU on the run-in to Exeter St Thomas, passing the Ski Holidays shop, on Friday 27 May 2011.

Figure 1

[illegible]

Figure 2

[illegible]

Figure 3

[illegible]

Discussion

[illegible]

Conclusion

[illegible]

[illegible]

Challenges

[illegible]

[illegible] Thus, [illegible] the original [illegible] [illegible] [illegible]

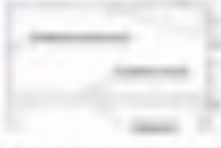
[illegible]

[illegible]

Operation

[illegible]

[illegible]



[illegible]

Walking tours

[illegible]

Future developments

[illegible]

10 tips for N gauge

Ways to improve your N gauge layout

[illegible] [illegible] most important and effective ways to improve the appearance and realism of N gauge layouts and rolling stock.

[illegible]

[illegible]

[illegible]

[illegible]

Photographs by the author

1. Weather the track surface

[illegible]

2. Check the rail heads

[illegible]

[illegible]

[illegible]

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[illegible]

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Cookstown Junction

The 'other SOUR' in 4mm scale

[illegible]

[illegible]

Structure and service

[illegible]

[illegible]

[illegible]

A [illegible]

[illegible]

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[illegible]

Signalling

[illegible]

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NER petrol-electric autocar

A 1903 forerunner of modern railcars drawn and described

This unusual design for the North Eastern Railway, one that is the world's only petrol-electric locomotive, dissolved in two decades, yet an effort is currently the subject of a preservation project, as [illegible] explains.

[illegible]

[illegible]

[illegible]

[illegible]

The series 10-000 car in its operating condition at the station of Kaga Onsen in 1988

Photographer: Masao Kato

[illegible]

[illegible]

[illegible]

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[illegible]

[illegible]

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[illegible]

In praise of Berrow

A traditional branch line system in OO

[illegible]

[illegible]

[illegible]

Conclusion

[illegible]

Civil Statistics Bureau

[illegible]

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[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

Kingsmill

A remarkable, five-star bed-to-end Sleeper of 20

The idea

The colours

The painting

Preparing the panels

[illegible]

[illegible]

Sustainability

[illegible]

Power

[illegible]

[illegible]

[illegible]

The details

The future

Kerr, Stuart 4415 in 009

Built from the Meridian Models kit

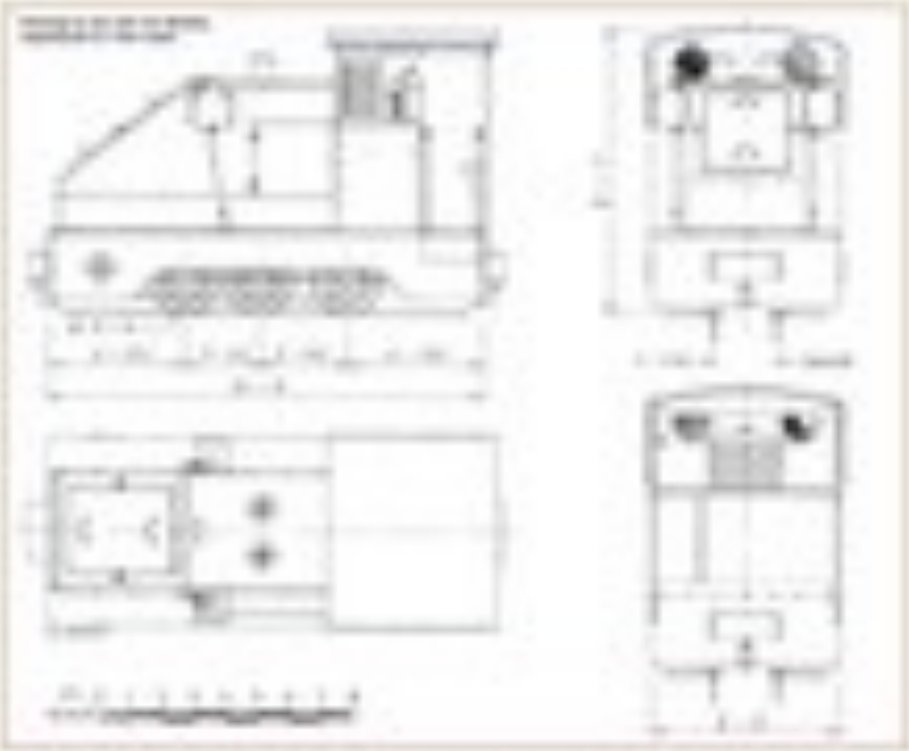
[illegible]

[illegible]

[illegible]

[illegible]

[illegible]



Porthdanwyg

The final extension to Aberd Gwynant

[illegible]

[illegible]

The first phase

[illegible]

Village center

[illegible]

The yellow shutters

[illegible]

[illegible]

The cottage

[illegible]

Mr Hamilton's Hunslet 0-4-0T, built by Hunslet in 1940, is based on the Hunslet design for the Ministry of Supply and was used at Ashington Colliery, Northumberland. Photo: Peter Hamilton

Oakbourne revisited

A re-designed and reconstructed version of its successful predecessor

[illegible] provided an engaged motive power depot and mechanically operated turntable in the second version of the Oakbourne sort for layout. Buildings are from the Metcalfe range.

Photographs by the author

[illegible]

[illegible]

Changes to the original plan

[illegible]

Lake facilities

Other modifications

Reference

Final Graphic

Railway Modelling Explored

Ideas & advice for beginners

This month –

- **QUICKER BACKDROPS**
  An introduction to cork & card
- **RURAL BACDROP IN 3D**
  Beyond our water tower programme
- **PLANKS FROM STRAWS**
  A modelling social club model

A garden railway starter set

An inexpensive introduction to outdoor railways

Over wondered how easy it can be to have trains running in the garden? **DAVID BOUSSIE** shows you how with a budget-priced Bachmann loco and coach, or the kids' large Plan 1 engineering.

WIRING FOR CONNECTING SENSOR AND SENSOR CABLE

Sensor Installation

[illegible]

Wiring Cable

[illegible]

Checking

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

Cited References

[illegible]

Rural buildings in 4mm scale

Inspired by Devon village prototypes

[illegible] **ALAN MUNNING** [illegible] from the North Devon Coastal Living [illegible] of left: [illegible] and [illegible]

[illegible]

[illegible]

[illegible]

All photographs by Mark Alexander

◀ The Bakery Museum, in Amsterdam, Netherlands

The Georgian Townhouse

The Villa & Cottages

Rooms to Follow

[illegible]

From stirrers to planks

Giving a wooden stirrer a different lease of life

Readers' Letters

GN name – more information

Working signals and model railways

Hornby Class 108 in Central Trains livery

[illegible]

[illegible]

Hornbeam

Telegraph poles – how far apart?

[illegible]

Ian Gardner
Stockport, Greater Manchester

'Mouse' models and Fenlan

[illegible]

Ian Goodman

Woodthorpe MRC – any information?

[illegible]

Keith Gardner
Lincoln, Lincolnshire

Lanarkshire Metro layout suggestion

[illegible]

Andrew Jones

Metro ground-mounted signal

[illegible]

Mark Gardner
Wolverhampton, West Midlands

TESTED

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AUTOCAR

BMW X6 M

CLICK, Alfonso: It doesn't get to work out with this one

Vauxhall Insignia VXR

[illegible] Vauxhall's latest VXR underscores Opel for £25k

WE DON'T SAY OUR CARS ARE AS RELIABLE AS GERMAN ONES. THE GERMANS DO.

Mazda 3 MPS

WHAT'S COMING WHEN

WE AREN'T THE ONES SAYING LOVELY THINGS ABOUT THE QUALITY OF OUR CARS. JOURNALISTS ARE.

AND NOW FOR COMPLETELY D

Yes, this is the new Jaguar XJ. It's bold, contemporary, daring and hi-tech – and it hits the road in six months. **Steve Cropley** reports

SOMETHING
FFERENT

[illegible]

[illegible]

[illegible]

[illegible]

Great Briton

Never mind the weather, but the origin of the new Range Rover is a British company, which has taking quality and luxury design to heart

D

PLUS/MINUS

[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]

RACING CERTAIN

The Lexus LF-A supercar is still a few months away from launch, but the car's developers in a mission after buying a very real Nürburgring. **Marcus Hedenblad** reviews the roadgoing version and he wants the seat

WHAT ABOUT THE ROAD CARS?

Time to draw breath after heady growth

[illegible] **Sarah Blundell** [illegible]

[illegible]

Aeronautical fan attracting media fans (Figure 1) a focus in development in Nigeria, Ghana and Kenya, more centered in major South African studios

[illegible] is one of the connection points that connects all classes of real estate investors.

[illegible]

[illegible]

[illegible]

[illegible]


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Scalecoat Paint


BRASS CAR SHOP


Track Cleaning Cars


Model Structures for Model Railroads
O Scale Trackside Structures


model
1:87 PRECISION
DIECAST CARS


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PROTOTYPE MODELS
HO SCALE
13 WHEEL DRIVE
WITH FLYWHEEL

Blue Riband Models

High quality in small scale

Models by Lyte Spears

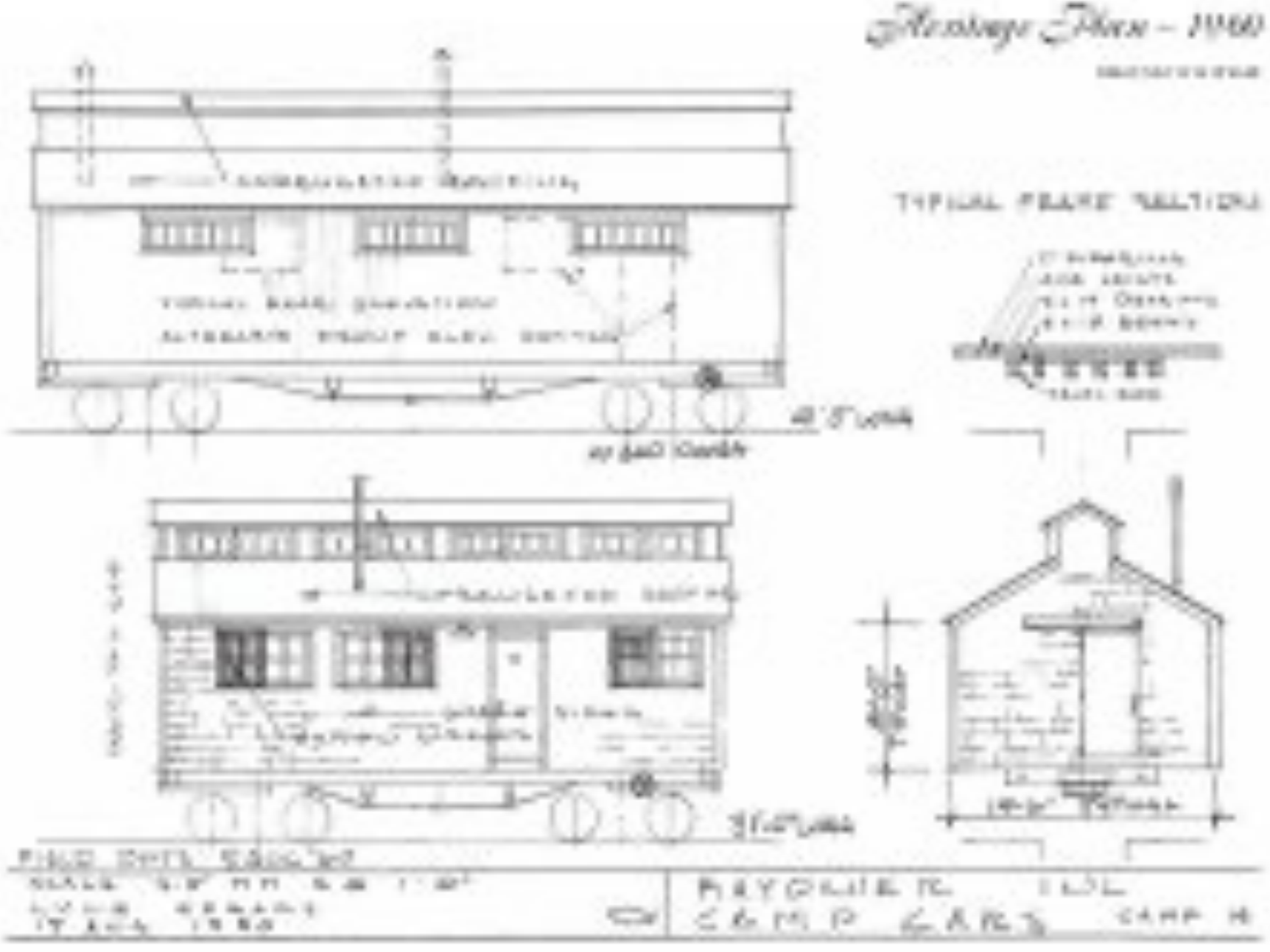
Introduction

The Wilson Logging Company

The Tramp Car Adventure

The Yardmaster

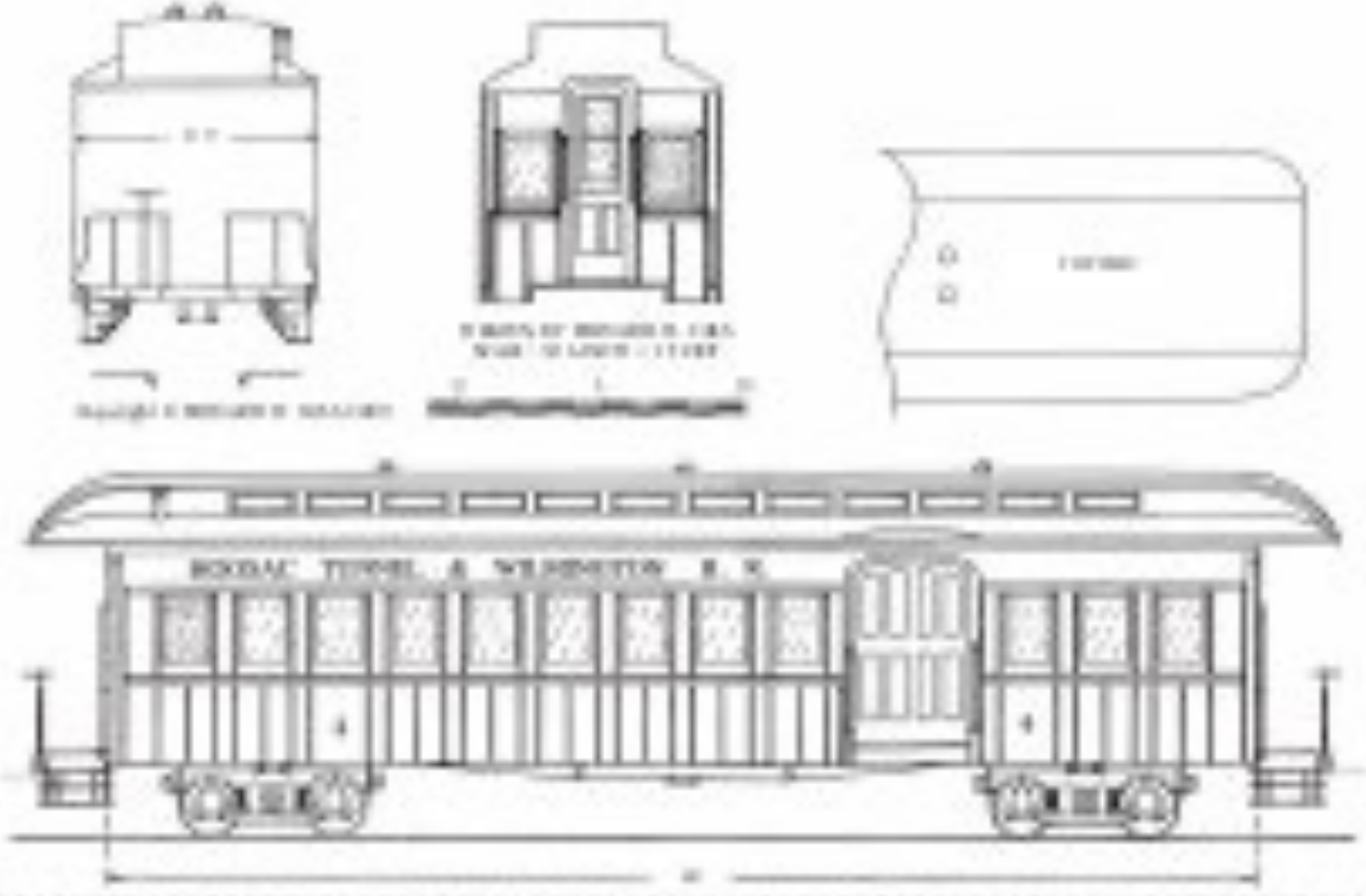
[illegible]


TYPICAL FRAME SECTION

Where Artistry Where Inspiration

Transformer

HOOSAC TUNNEL & WILMINGTON R.R.



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LIVE STEAM: Butane Fired, Two Cylinders at 0 Valve, Simulated Stephenson Valve Gear,
Water Sight Glass, Pressure Gauge, Adjustable Hydrostatic Lubricator, Water Hand Pump in Tender
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MASON BOGIE 2-6-6T

1:20.3 Scale, 45mm Gauge, Brass & Stainless Steel Construction
Electric: 9-24V DC motor, Eureka vacuum brake system, Kenwalk clock & small headlight, Smaller spoked wheels
Live Steam: Walschaerts valve gear, Pressure gauge, Safety valve, Roller hand place
Available in SP/B&T #4 "Sun Lake", Bulk Order unLETTERED RB "Sierra Nevada", Chocolate Brown
for $[illegible] Electric, $[illegible] Live Steam

FORNEY LIVE STEAM

1:20.3 Scale, 45mm Gauge
Brass & Stainless Steel Construction
Available in 0-4-0 Long Vent Sugar Co. #1,
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New Trestle and Jig Kit from Black Bear Construction

"It's better at the Box"

Summit releases new Jack in The Box restaurant in HO

[illegible] — Summit USA has released their [illegible] Jack in The Box restaurant kit, a [illegible] building that can be [illegible] across the scene. The kit includes all building parts and signs. The parking lot [illegible] is not included, as the builder will make it to fit their layout space. The suggested retail price is $[illegible].

The kit is molded in white and black styrene plastic with clear acrylic window glazing and white wall. Decorative metal railing and coloring complete the [illegible] and signs as well as roll-[illegible] [illegible] and detailed assembly instructions with [illegible] HO parts fit together but may need light sanding in order for [illegible] to [illegible]. The model built painting [illegible].

Select model building and planning aids are required. The kit measures 7½ [illegible] inches tall [illegible] by 5½ [illegible] inches [illegible] by 10 [illegible].

Suggestions and a description of how to make a parking lot [illegible] can [illegible] found on Summit's web site. [illegible] Summit's [illegible] and [illegible] and [illegible].

[illegible]

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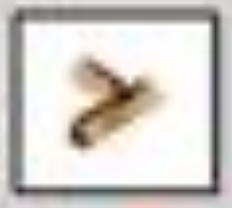

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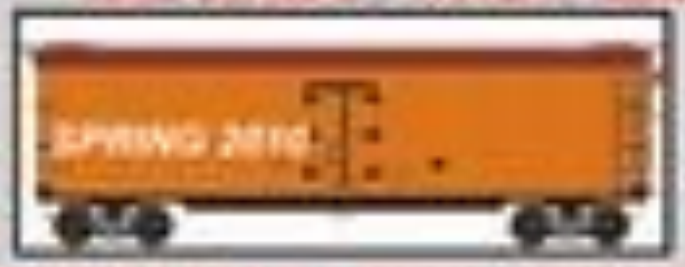

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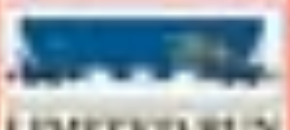

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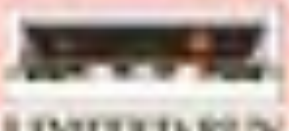

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The Wright stuff

The shed's built, benchwork installed and the track laid – now it's time for electrics and scenery. **Tony Wright** reports on further progress on his 4mm scale-OO gauge Little Bytham project

Little people

Paul Bason looks at how easy it is to bring your layout to life with plastic or white metal figures. Photography by the author

[illegible]

[illegible]

[illegible]

[illegible]

Readers' layouts

Down the Quary

Wrexham Wheelchair

Cathedral basics

Matt Scott assembled this Walthers HO model to represent an Amtrak F40PH locomotive that had been upgraded and repainted during its long career.

Updating an Amtrak F40PH for the 1990s

Easy detail modifications bring a Walthers HO model into the next decades of passenger service

By Matt Scott • Photos by the author

Eleven years ago, Amtrak's 1-800-USA-RAIL [illegible] passenger locomotive for more than 20 years, and during that time it became a favorite among model railroaders. Models of the F40PH have been produced in HO, N, and O scales that represent the [illegible].

Walthers offers a moderately priced F40PH model that comes factory-fitted to [illegible] Amtrak paint schemes as well as some of the other owners' colors. This F40PH model is a good-looking basic F40PH, but a few separate applied details compared to other models. Moreover, the plastic cylinder model has [illegible].

When a friend asked me to detail his [illegible] model, I realized that I had only a [illegible] knowledge of modern full-size passenger equipment. Building the Walthers model proved to be a [illegible] experience and an [illegible] project that was quite a change from my [illegible] railroad [illegible].

Front end modifications

I started with a Walthers decorated model in Amtrak's [illegible] 1990s Phase III paint scheme. I compared the F40PH model to my reference photos and the lack of dash lights was immediately apparent.

Dash lights are high-mounted lights that are mounted above the [illegible] the cab or [illegible] in a [illegible] way. They dash alternately when the horn is sounded. Amtrak [illegible] to [illegible] dash lights to comply with a federal mandate that took effect in 1994. The lights were mounted on the front of the hood on some units, while on others they were installed on mounted [illegible] on the hood front [illegible] as shown on **fig. 1**. I decided to model the mounted version.

Modeling the mounted for the dash lights required cutting out [illegible] the dash. I disassembled the model and used the [illegible] method of drilling out the [illegible] of a [illegible] and connecting the holes [illegible] the drawing. [illegible] on the body shell to guide it and then drilling a [illegible] hole in each corner. Then I placed a [illegible] on the shell and [illegible] the [illegible] with a [illegible] marking the [illegible]. Using the marks as guides, I [illegible]

Fig. 1 Ditch lights. The modifications made to accommodate the ditch lights are apparent on Amtrak no. 905 near Hale in Chicago on October 21, 2006.
Jeffrey C. Spencer photo

Fig. 2 Cutting recesses. Mark out rectangular holes into the corners of the nose and backed them with thin styrene to make the necessary openings for the ditch lights. On some units, the ditch lights were mounted on the front of the hood.

Historic background

As Amtrak took over North American passenger services in May 1971, the new carrier faced many challenges. One of its biggest problems was a fleet of high-mileage passenger locomotives that were no longer reliable enough for regular service.

General Motors Electro-Motive Division (EMD) developed the FL9 to replace these aging veterans. Later production units, starting with no. 205, received larger fuel tanks for increased range and went on to become Amtrak's primary passenger locomotive of the late 20th century. Based on the proven SD40 freight locomotive, the FL9 design had a fully enclosed cab/body, a 2,000-hp, 16-cylinder diesel engine, and was capable of speeds up to 100 mph. The new units included greater fuel capacity and additional head-end electrical power (HEP) capacity to operate the new passenger cars.

In all, 218 FL9s were constructed for Amtrak between 1975 and 1982, and they operated nationwide outside of the electrified Northeast Corridor.

During their years of Amtrak service, most of the FL9s were rebuilt at least once. They also received multiple external modifications ranging from new paint schemes to safety mandates such as ditch lights and elevated air horns.

After traveling millions of miles for more than 30 years, the FL9s were retired by Amtrak. However some of these locomotives live on in Amtrak service as equipment rule control cars, power for commuter railroads, and in private ownership. A few have even been rebuilt by freight railroads for use on occasional special passenger movements and to haul executive trains. ■

Carbody detail additions

In carefully removing the carbody parts, I could add a Detail Associates vehicle-piloting lamp. I drilled four no. 80 holes in the pilot for the pin and for that part the piloting lamp and removed each one with a drop of CA.

Next, I drilled six .04 holes in the front and rear pilots for a set of Detail Associates air hoses. Again, I shortened the hoses the length the openings in the pilot as I installed it on my pilot.

A pair of horizontal grab irons flank the headlight on the front of the nose. I carefully marked the outer locations of each grab iron and drilled a six .016 hole in each spot. I use my big stash as a pair of Detail Associates air refill grab irons and slipped the long legs into the holes. I used the short legs to mark the locations and drilled the second hole for each grab iron so I could bend the transition and vertical body grab irons with drops of 0.8 applied from the inside. All of these details can be seen in **Fig. 3**.

We don't stop now to drill more holes to add the piloting lamp, air hoses, and so forth to the rear pilot. See **Fig. 4** on the rear page. Then I added four no. 2/56 grab irons to make the rear access ladder on the left side. I also installed the single grab iron on the right of the stanchion. All of these locations are marked with the indentations on the body shell.

Photoetch photos show the rear has a series of four grab irons on each side

Fig. 2 Fine details, noting the grab irons, m.u. hoses, and uncoupling mechanisms the Spartan model only is more realistic looking 70's locomotives.

Fig. 3 Detailed work. If you work carefully to preserve the original paint, the new detail parts can be easily brush-painted so that they blend right in.

that provide access to the top of the cab. I drilled the molded seat back another details as another 1 in-lamp and drilled on 30 blocks for the ladder grabs.

Then I differed the roof molded on Detail Associates no. 1002 grab irons on each side of the shell. I painted these parts with Floquil Platinum Blue and Dark Blue as appropriate to match the colors used on the Walthers models as shown in **Fig. 4**.

The model also needs the long vertical grab irons on the cab and engine cover doors and rear corners. I made these from 0.01" diameter steel wire. I drilled two 79" mounting holes, from a length of wire at a right angle, and inserted a matching hole into drilling the wire with cyanoacrylate adhesive. I trimmed the length and made the curved hand so I could reach the end into the second hole. Then I secured the long grab irons with CA applied to an inside.

Mounting screws are provided for the small fittings, but the 0.01 right-hole contact. I installed Detail Associates 1,000 metal lifter rods to holes I drilled for them.

Rooftop Fittings

The new rooftop part of a model is possible to work until the top of a finished locomotive. Detail Associates has some interesting details, including a cab air conditioner, grab irons on frames, HO steps and a radio antenna.

Beginning with the top of the area, I added Detail Associates no. 1004 that the grab irons placing two at the front of the area and two at each end. Since some the shell was lacking used filler colors, so I drilled holes in both corners for two 0.020 steel filler rods.

As an effort to reduce the noise level in the cab, Amtrak relocated the horns on some locomotives from the cab roof to the center of the hood just behind the exhaust stack. Since I had already planned on replacing the original plastic horn with a brass casting, I removed the plastic horn in place and then trimmed it off flush with the recess in the cab roof to fit the new mounting base. Then I removed an appropriate Detail Associates 1,1 horn behind the exhaust stack. See **Fig. 5** on the opposite page.

The new brass horns I installed to add rear air air conditioners on top of the cab. Unfortunately, there's no casting available for the Amtrak-style air conditioner. But I was able to make one from a Detail Associates no. 1009 air conditioner and a 00-20.0 mm. 00 10 scale 90' fan.

I cooled the cowl molded grating from the top of the air conditioner

Fig. 3 Room escape. With recent the first phone home to the inside on the roof and added an air conditioner, Wi-Fi rings, and a radio antenna.

An amazing transformation

Prototype research

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Urban hotel says the strong contrasts in the work and life of Nico Baggiolo.

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[illegible]

[illegible]

[illegible] [illegible]

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[illegible]

[illegible]

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[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
1	[illegible]	[illegible]	[illegible]	[illegible]
2	[illegible]	[illegible]	[illegible]	[illegible]
3	[illegible]	[illegible]	[illegible]	[illegible]
4	[illegible]	[illegible]	[illegible]	[illegible]
5	[illegible]	[illegible]	[illegible]	[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

Shozo Michikawa in Practice

Glazing with Glass

[illegible]

Table 1	[illegible] (g/m²)	[illegible]	[illegible]
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[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]

Table 2	[illegible] (g/m²)	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]
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[illegible]	[illegible]	[illegible]	[illegible]
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Notes from features

Q&A

Q

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A

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Listings

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Introducing T – 5mm gauge, 1:450 scale

Gauge T, the smallest model railway gauge, is 5mm between the rails. It runs on N gauge track and is built to 1:450 scale. Tomix has released a starter set and a full range of locomotives, rolling stock and buildings for it.

The Tomix starter set includes a circular oval of track, a battery-powered locomotive, a single carriage and a power pack. The locomotive runs on a 3V battery and can be controlled by the power pack or by hand. The track is plastic and snaps together without tools. The oval is small enough to fit on a coffee table.

The locomotive is a generic steam design with a tender and a single coupled set of wheels. The carriage is a plain passenger coach. The power pack has a knob for speed and a switch for direction. The whole set fits in a box about the size of a DVD case.

Tomix has also released a range of buildings, signals and trackside accessories in the same scale. The buildings are plastic kits with glue joints and printed windows. The signals are simple semaphore arms with a single lamp.

The main problem with Gauge T is availability. The set is sold in Japan through specialist retailers and online stores that ship internationally. Spare parts are not easy to find. The locomotive has no spare wheels and the carriage has no spare couplers. Tomix does not sell spares through its UK distributor.

The track is compatible with Tomix N gauge track but the wheels are not compatible with N gauge rolling stock. The locomotive will not run on N gauge track and the carriage will not run on Gauge T track. The two systems are mechanically separate despite being made by the same company.

Gauge T is a novelty rather than a serious model railway. The track is too small to lay in a room and the locomotive is too small to see from a chair. The set is sold as a gift item and is priced accordingly. The starter set costs £45 in Japan and £60 in the UK.

Tomix Gauge T starter set, £60 (Japan £45)

Tomix N gauge track, £3 per pack

Tomix buildings, £8–£12

Tomix signals, £4

Spare parts: not available

Availability: Japan only

Rating: 3/5

DW-Toys crane kit in N

DW-Toys is a Chinese brand that sells wooden kits for model railway scenery. The company has been selling kits since 2019 and has a range of buildings, bridges and cranes. The kits are sold through Amazon and eBay and through specialist retailers in the UK and Europe.

The crane kit is a 1:148 scale model of a tower crane. The kit includes the base, the mast, the jib, the counterweight and the hook. The parts are laser-cut plywood and are held together with glue and pins. The instructions are printed on a single sheet and are in English and Chinese.

The kit takes about three hours to build. The parts are easy to cut out and the instructions are clear. The glue joints are weak and the pins are too short to hold the parts firmly. The jib and the counterweight are the weakest parts and they need to be glued twice to hold.

The finished model is about 25cm tall and about 20cm wide. It fits on a 4mm baseboard and looks right in a small scale. The hook can be raised and lowered by a thread and a small weight. The thread is too thick for the scale but it works.

The kit costs £12 in the UK and £14 in the Netherlands. The price is high for a wooden kit but the quality is better than most cheap laser-cut kits. The instructions are better than most Chinese kits and the parts are better than most cheap laser-cut kits.

DW-Toys crane kit, £12 (£14 in the Netherlands)

Glue: PVA

Paint: acrylic

Rating: 3/5

Wetlands in Danger

[illegible]

Coastal Railway Lines and Landscape

[illegible]

South Western Rivers in Kwazulu-Natal

[illegible]

Building Microclimate

[illegible]

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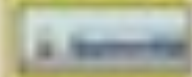

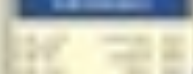

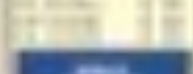

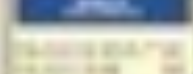

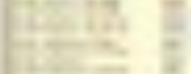

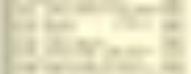

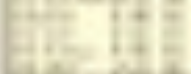

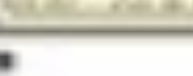

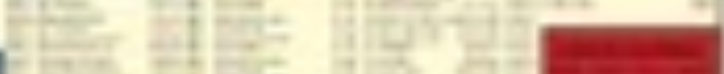

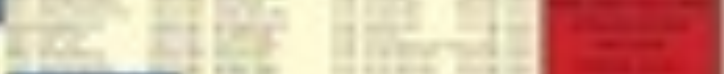

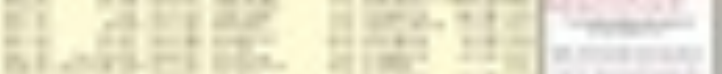

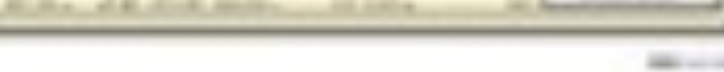

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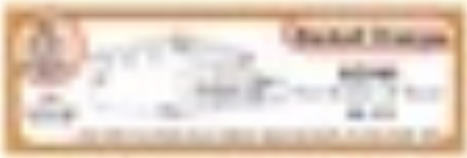


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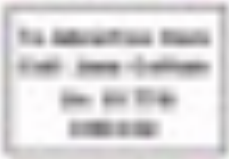


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